

The Growth Management Act: Transportation and Concurrency

Mark Hallenbeck
Director, TRAC-UW

First – Where is Growth Occurring?

- In Puget Sound:
 - More growth in central counties
 - Faster growth rate in more suburban counties

Conclusion

- More growth is occurring in urban areas
- But faster rate of change has been occurring in outlying areas

COUNTY FORECASTS

	1990	2000	2010	2020	2030	2040
KING COUNTY						
Employment (thous.)	937.4	1,187.2	1,268.9	1,444.9	1,602.5	1,768.7 ⁸³¹
Population (thous.)	1,517.2	1,738.9	1,888.8	2,016.4	2,217.2	2,366.1 ⁸⁴⁹
KITSAP COUNTY						
Employment (thous.)	65.0	73.7	95.4	116.8	140.8	169.3 ¹⁰⁴
Population (thous.)	191.9	232.4	266.4	309.0	342.2	380.1 ¹⁸⁹
PIERCE COUNTY						
Employment (thous.)	194.7	244.4	291.2	343.7	398.8	461.8 ²⁶⁷
Population (thous.)	590.5	704.0	813.6	924.6	1,019.8	1,127.6 ⁵³⁷
SNOHOMISH COUNTY						
Employment (thous.)	169.4	216.5	260.0	311.5	356.1	405.0 ²³⁶
Population (thous.)	471.1	609.2	726.7	853.9	965.4	1,094.2 ⁶²³

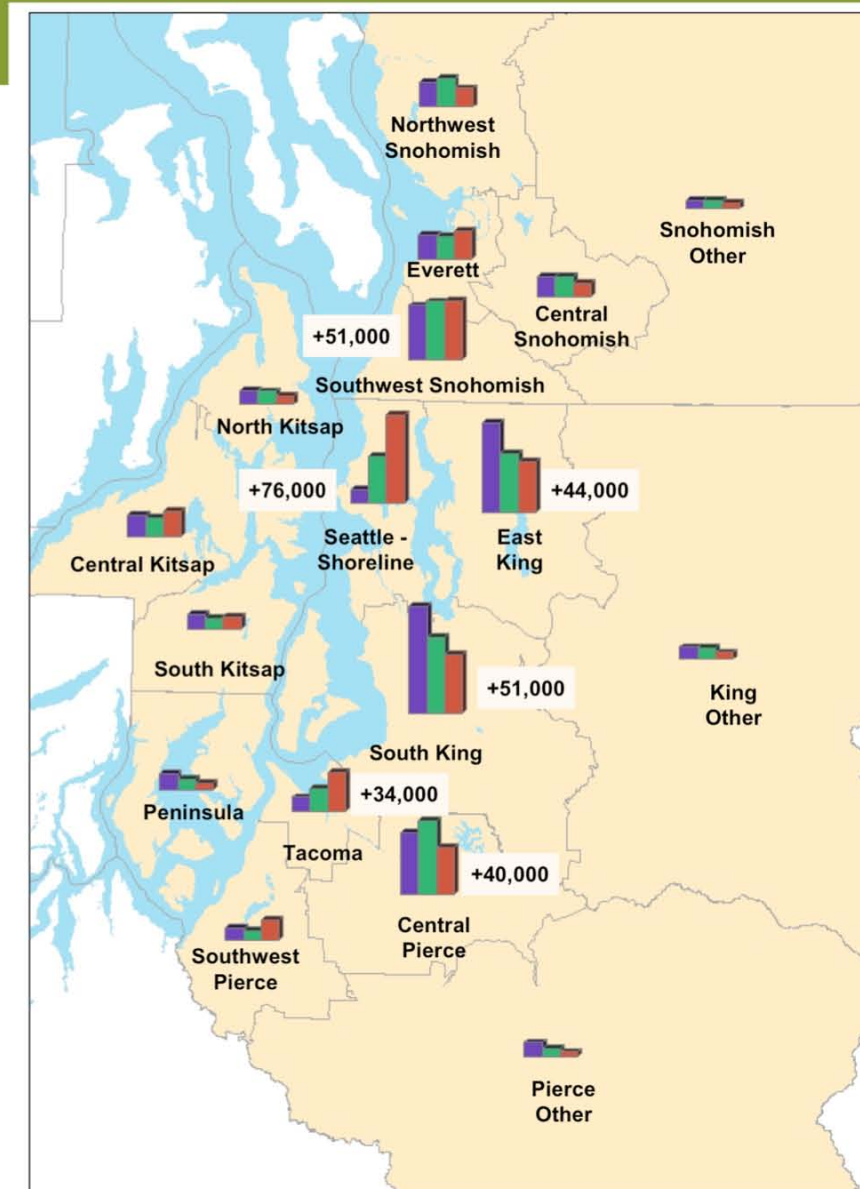
Table E-2
COUNTY GROWTH RATES
Average Annual Percent Change

	1990-00	2000-10	2010-20	2020-30	2030-40
KING COUNTY					
Employment (thous.)	2.4	0.7	1.3	1.0	1.0
Population (thous.)	1.4	0.8	0.9	0.7	0.7
KITSAP COUNTY					
Employment (thous.)	1.3	2.6	2.0	1.9	1.9
Population (thous.)	1.9	1.4	1.5	1.0	1.1
PIERCE COUNTY					
Employment (thous.)	2.3	1.8	1.7	1.5	1.5
Population (thous.)	1.8	1.5	1.3	1.0	1.0
SNOHOMISH COUNTY					
Employment (thous.)	2.5	1.8	1.8	1.3	1.3
Population (thous.)	2.6	1.8	1.6	1.2	1.3

Population Trends and Forecasts

*Regional Growth Strategy
2000-2040 per decade*

- *Regional Growth Strategy aims to reinforce trends and forecasts with net positive benefit to the region, while redirecting others*
- *More growth directed into Metropolitan Cities, Core Cities, Larger Cities*
- *Largest increases over forecasts would be in Seattle – Shoreline and Tacoma, largest decreases in Central Pierce, South King, and Northwest Snohomish*

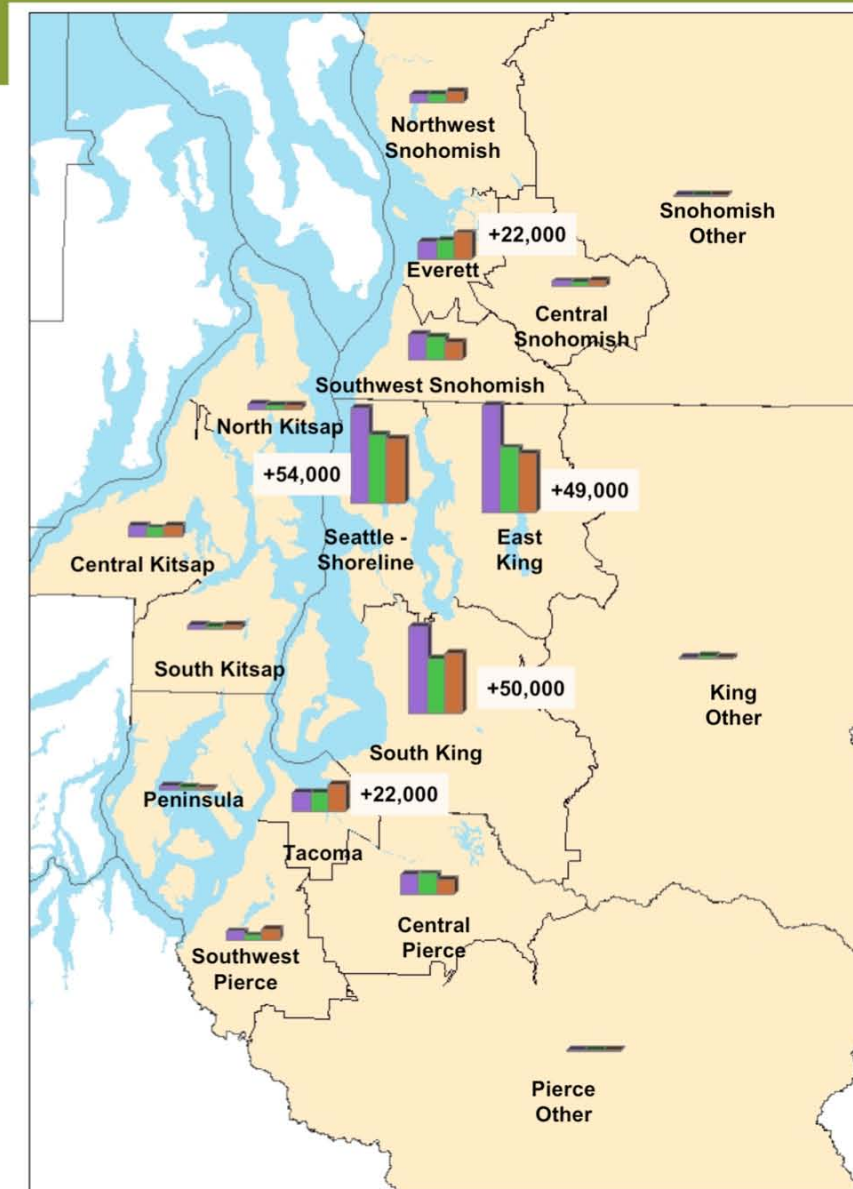


Numbers shown are the proposed average change per decade 2000-2040 from the Regional Growth Strategy

Employment Trends and Forecasts

*Average change per decade,
1970-2000 and 2000-2040*

- *Seattle-Shoreline, East King, and South King accounted for nearly 70% of the average regional job change 1970-2000, forecasted to drop to around 60% 2000-2040*
- *Share of regional job growth forecast to increase in Everett, Tacoma, Central Pierce*
- *Regional Growth Strategy disperses some additional share of job growth to Pierce, Snohomish and Kitsap counties – otherwise similar to forecasts*



Numbers shown are the proposed average change per decade 2000-2040 from the Regional Growth Strategy

GMA and Transportation

GMA

- State → Regional → Local Plans: call for consistency
- *But...* lack legal foundation to assure consistency in performance ...
 - lack “*actionable*” decision connection to link land use and development decisions to regional highway and transit facilities supporting that development:
 - Regional Transportation Plan (RTP), local transportation element of comprehensive plans, and local transit plans
 - i.e., State – Reg’l – Local \$\$ not linked to help implement plans

Introduction

- GMA:
 - Empowers local jurisdictions to create a vision and comprehensive plan
 - Land use, and
 - Transportation
 - Intent: manage residential and commercial development in concert with transportation

Concurrency: Provision of Adequate Transportation Facilities

The measurement process used to regulate* the inter-relationship between development and transportation facilities and services

*Assumes that at some point transportation services will be provided that allow attainment of growth called for in the comprehensive plan

Introduction

- Current GMA regulations are:
 - Very flexible
 - Locally focused
 - Don't want regional problems to limit local actions
 - Exempt Highways of Statewide Significance
 - Unclear about other state highways

Effectiveness of Concurrency

- We continue to permit growth
- We continue to under-fund transportation
 - And particularly regional transportation
- The result is poorly performing regional transportation systems
 - With problems spilling over to the local network

Concurrency As Applied

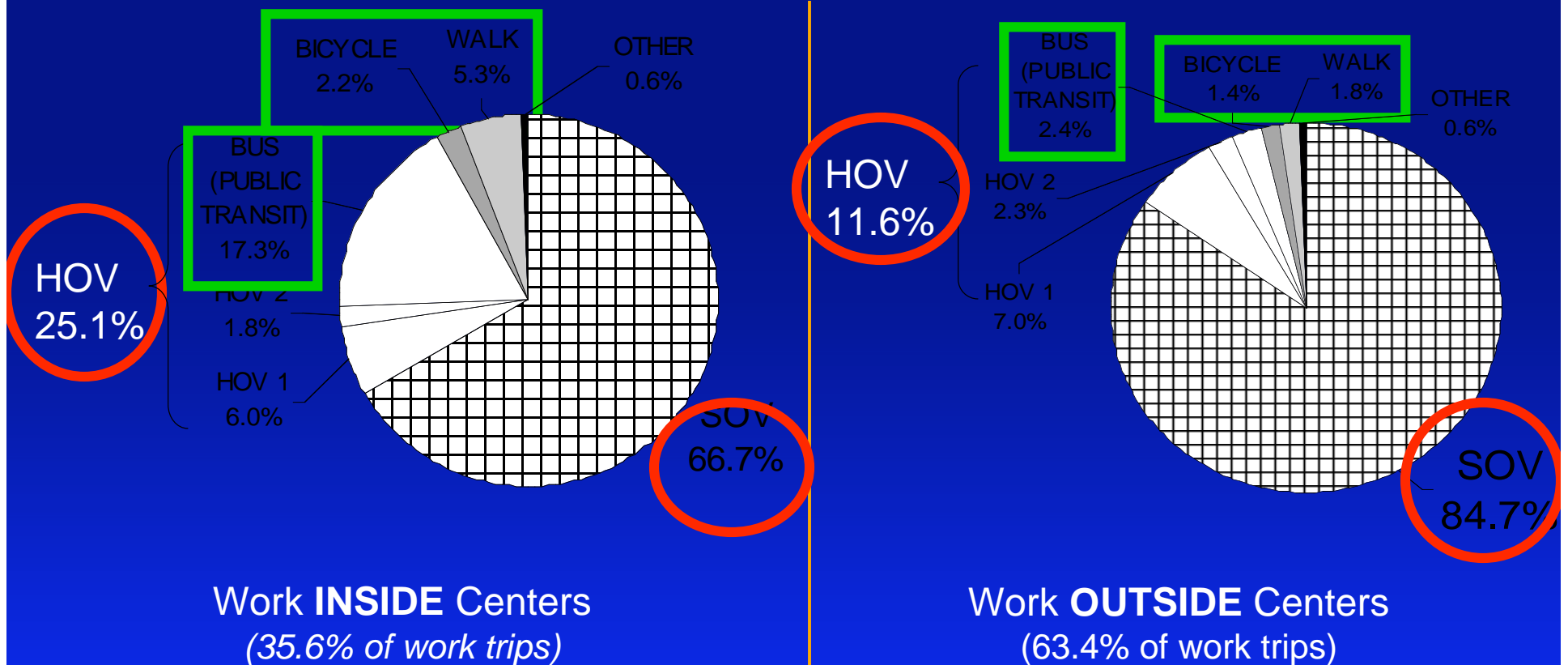
- Most jurisdictions use single-modal roadway congestion as exclusive measure of performance
- This is a blunt instrument

Concurrency As Applied

- Roadway performance measurement works for some areas
 - Rural
 - Lightly developed ex-urban areas
- Does not work well where auto travel provides only portion of mobility serving area
 - especially poor if local plan goals/policies call for expanding alternative modal travel (transit, rideshare, bike, walk)

WORK TRIPS MODE DISTRIBUTION

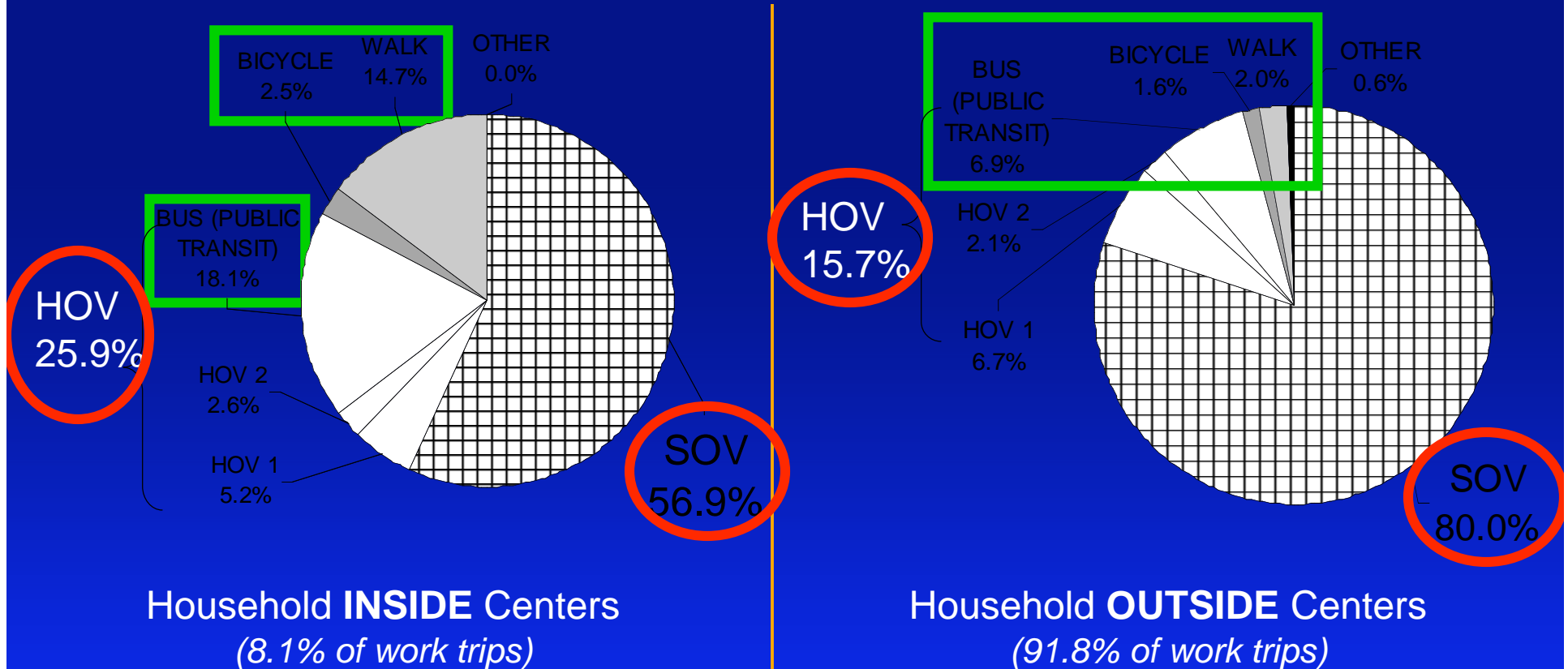
By Location of Work Place



- HOV rate = 25.1% INSIDE vs. 11.6% OUTSIDE
- BUS (Public Transit) rate = 17.3% INSIDE vs. 2.4% OUTSIDE

WORK TRIPS MODE DISTRIBUTION

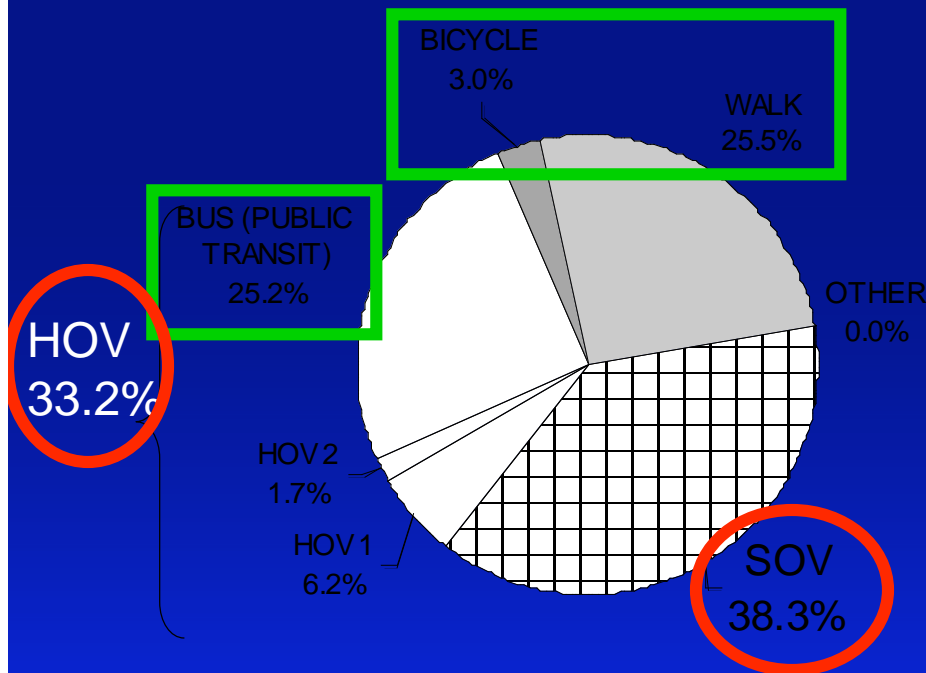
By Location of Household



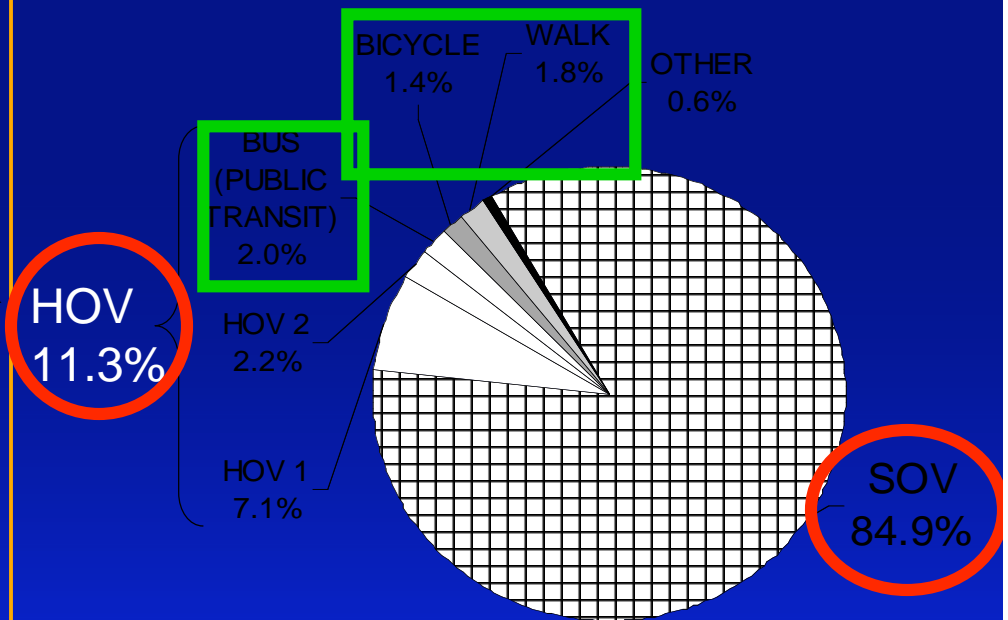
- WALKING rate = 14.7% INSIDE vs. 2.0% OUTSIDE
- HOV rate = 25.9% INSIDE vs. 15.7% OUTSIDE
- BUS (Public Transit) rate = 18.1% INSIDE vs. 6.9% OUTSIDE

WORK TRIPS MODE DISTRIBUTION

By Location of Household and Work Place



Household **INSIDE** Centers
Work **INSIDE** Centers
(4.6% of work trips)



Household **OUTSIDE** Centers
Work **OUTSIDE** Centers
(59.9% of work trips)

- WALKING rate = 25.5% INSIDE/INSIDE vs. 1.8% OUTSIDE/OUTSIDE
- HOV rate = 33.2% INSIDE/INSIDE vs. 11.3% OUTSIDE/OUTSIDE
- BUS (Public Transit) rate = 25.2% INSIDE/INSIDE vs. 2.0% OUTSIDE/OUTSIDE

Why Are They Designed Around Roads?

- Public perception centers on roadway performance
- Cities control their own roads
- Cities don't control transit services
- Surprisingly, within jurisdictions; land use, transportation, and concurrency are often done independently

What's “Wrong”

- There is a disconnect between who gains from and who pays for development:
 - Local interests permit development at the expense of regional transportation impacts
 - Regional transportation impacts overwhelm local transportation plans

What's “Wrong”

- Gaps exist in the planning and certification process
 - Local development is not well integrated with financially constrained, regional transportation plans
 - Transit system plans are not directly coordinated with development plans
 - In many areas, significant issues exist with access management

Constraints

- We have weak regional land use / transportation decision making processes
- Regional transportation impacts of development are inadequately accounted for
- There are incentives to impose externalities on your neighbors

Mark's Conclusions

- GMA has not fundamentally changed the economics of sprawl
 - You pay less, and get “more” by moving out
 - Cheaper land = cheaper housing = more house = lower rent
 - The transportation system costs that development imposes are picked up by the region/state

PSRC Project Recommendations

- Two-part Concurrency Process
 - Local
 - Regional

PSRC Project Recommendations

- Local concurrency
 - Permit / do not permit development
 - Based on existence of multimodal facilities and services
 - Can be uni-modal (automobile congestion)

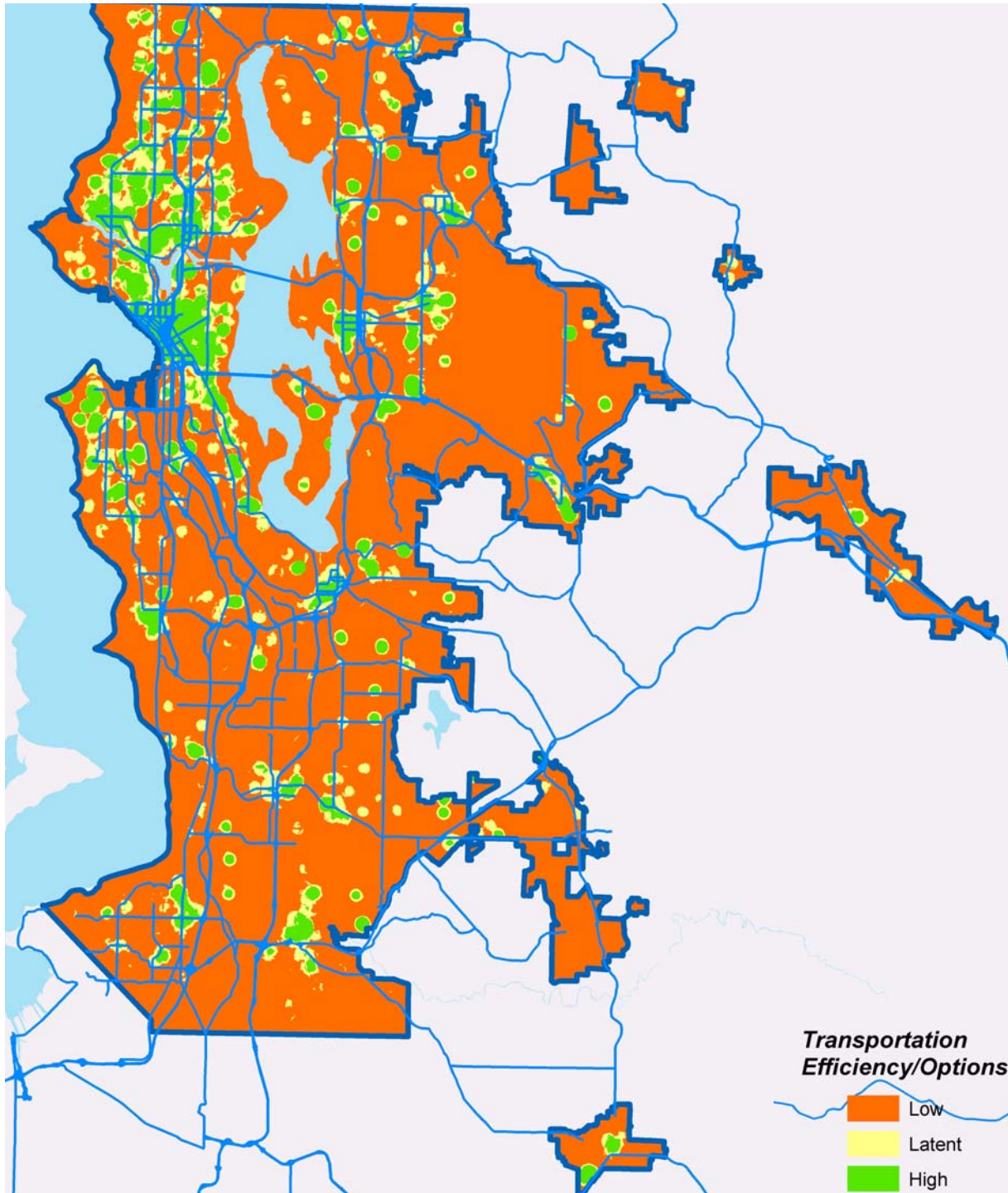
Recommendations

- Regional concurrency
 - Measures the regional impacts of development
 - Intended to encourage development in those places where the regional movements it generates can be efficiently served
 - Reflects the public cost of regional externalities
- Requires an authorized regional entity
 - Can be an existing RTP

Recommendations

- Definition of “regionally concurrent” or “regionally not concurrent” can be technical or political
 - TELUMI
 - Growth and transportation efficiency centers (GTECs)

TELUMI Composite Measures With Transit Corridors



Recommendations

- Result of regional concurrent / non-concurrent designation can be:
 - Financial (developers charged for size of regional impacts)
 - Non-financial (exemption from specific concurrency regulations)

Recommendations

- Regional authority must control/influence transportation funding
 - All regional modes must be eligible for funding
 - Roads
 - Transit
 - Can be existing funds or new funds
 - Regional impact charge
 - Oversight of a portion of existing funding (e.g., transit service funding)

Recommendations

- Current GTEC process does some of this
- Benefits in land use / transportation coordination occur most often when...
 - Clarity provided on specifically desired outcomes
 - Incentives exist to encourage that behavior
 - Disincentives exist to discourage other behavior
 - But choice is left to individuals
 - (Don't decree – incentivize!)

OR

- You could just toll the regional transportation network...